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Congratulations on a purchase that will keep you running up front for years to come.

Depending on the part number, an additional 15 to 60 horsepower will be added to your already strong motor, giving you that added **BRZEZINSKI ADVANTAGE.**

INSTALLATION TIPS

SEALING: Where the manifold meets the head (near the valve cover gasket area), cast iron intakes are not as tall as aluminum intakes. If intake ports have been raised above a Fel-Pro 1205 gasket size, sealing may be a problem. ***Check this carefully!*** A generous amount of silicone on the gasket will help.

STARTING MANIFOLD TO HEAD BOLTS: If block or heads have been milled an excessive amount, starting the manifold to head bolts may be difficult. The reason for this relates to the bolt hole size. On aluminum intakes, bolt holes are .472 to .500 diameter. Cast iron manifolds have a size of .400 to .435 diameter. It's easy to see why there may be fit problems. Opening up the holes in the manifold is an option.

MANIFOLD/BLOCK CLEARANCE: Be certain at least .030 clearance exists between the manifold and the block with the side gaskets in place. Grind manifold and/or block if necessary.

INTAKE MANIFOLD GASKET: If heads have been angle milled and intake angle has been corrected, a thicker intake manifold gasket will be needed. Use silicone in place of end gaskets.

JETTING

JET SIZE: Modified intakes may change jet requirements. Generally, a modified intake will require an increase in jet size. It's always best to start out a little on the rich side and work down. There are too many variables involved to recommend a specific size jet. For instance, some engines actually use the same jets with both stock and modified manifolds, while others go 3 to 4 sizes larger. So again, play it safe. Start a little on the rich side. Stager jetting (all jets not the same size) may be necessary for proper plug coloration. Check plugs often and jet accordingly.

MANIFOLD MAINTENANCE

EPOXIED AREAS: Inspect the epoxied areas (top and bottom) during regular engine tear downs or freshen ups. If running alcohol, inspect more often, especially the bottom slugs. Alcohol, under extreme conditions, can deteriorate epoxy. To protect your investment, we recommend intakes with access holes be freshened once a year.

RE-INSTALLED CASTING NUMBERS: Use care when handling manifolds with re-installed casting numbers. Numbers are epoxied in place and if knocked hard enough they will come off.

INSTRUCTIONS FOR #405 INTAKE BAFFLE

- Clean pan before installing
- Use a #24 drill to enlarge the mounting hole. This makes tapping with a #10-24 tap much easier.
- ***Be careful!*** You are dealing with a small tap. Use tapping fluid.
- Put a drop of Loctite (green works fine) on each screw.

***Have any questions? Feel free to give us a call!
Thank you for choosing Brzezinski Racing Products, Inc.***